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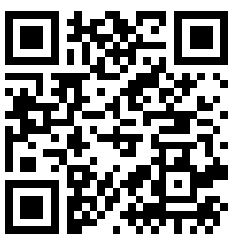

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THESE NAMES MAKE VICTORIES

BRITISH AIRCRAFT: their achievement in Britain's air-war

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IN THIS BOOK you will find a representative review of aircraft in service with the Royal Air Force. Their uses are many and varied. But there is one feature common to them all. It is this. Taken aircraft for aircraft, those pictured and described in these pages are superior in design and performance to any other comparable aircraft in the world. That is no idle boast. Facts and figures prove that statement up to the hilt. Take two instances at random . . . the outnumbered and obsolescent R.A.F. aircraft based on Malta held the Italian *Regia Aeronautica* at bay until reinforcements arrived, reinforcements which though still greatly outnumbered, outflew and outfought and, eventually, utterly defeated the

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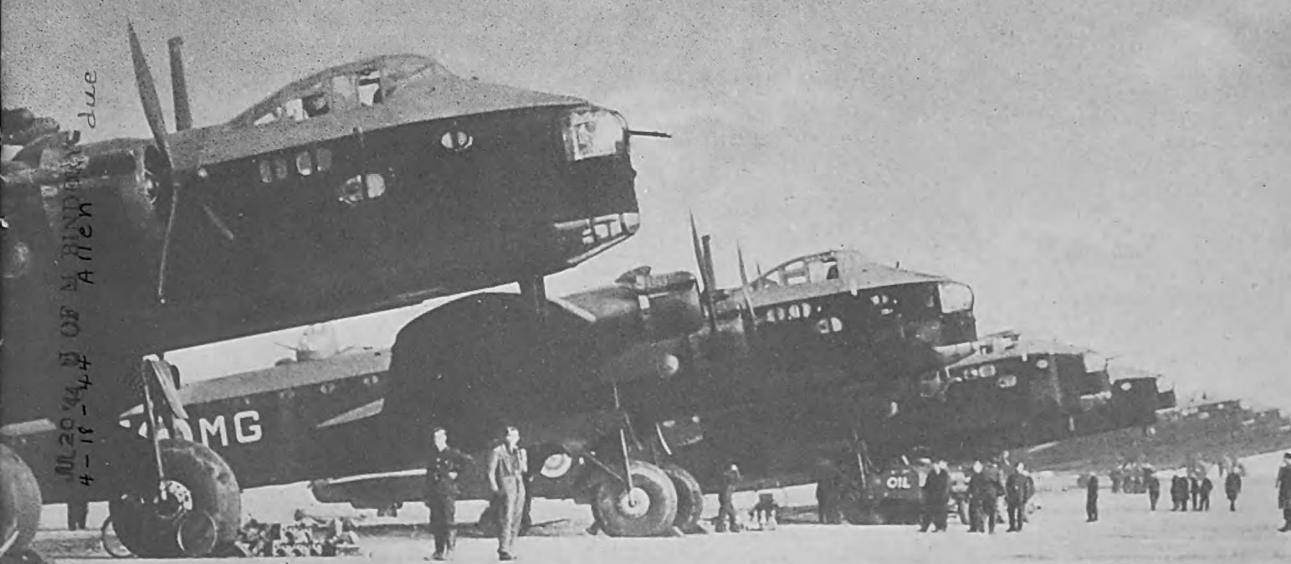
Luftwaffe force charged with the task of subduing that indomitable island. Again, there is the Battle of Britain when that few to whom so many owe so much swept the mighty German Air Force out of the skies of Britain and dealt it a blow from which it has never recovered.

Such victories as those were achieved despite the heavy handicap of smaller numbers. Technical superiority and supreme flying skill secured those triumphs. To-day, to that same skill and superiority is added the immense weight of preponderance of number growing greater with every passing week as the vastly bigger production of United Nations aircraft leaves the Axis plane output farther and farther behind.



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THE BOMBING ATTACK

Lancaster

The "Lancaster" four-engined heavy bomber is certainly the best all-round heavy bomber in the world. The performance and handling characteristics with full load surpass those of any other bomber. Even with two motors stopped on one side the performance is exceptional. So easy is it to handle and so quickly does it respond to its controls that difficult landings, even when the loaded weight reaches 60,000 lb., can be accomplished with ease.

Although there are as many as 50,000 different parts in the "Lancaster," it can, and is, being built at tremendous speed, and the huge aircraft are pouring out of the factories in impressive numbers.

The "Lancaster" has already wrought great havoc to the German war machine. Large numbers of "Lancasters" were included in the forces making the over-1,000 bomber night raids on Cologne, Bremen and Essen. In daylight, the "Lancasters" have done equally destructive work, the raids on Augsburg, Danzig, Milan and Le Creusot being outstanding examples of the big bombers' ability to press home their attack with very small loss in the face of strong fighter opposition.

SPECIFICATION

WING SPAN :	*102 ft.*
LENGTH :	*69 ft. 4 in.*
MOTORS :	*Four Rolls-Royce "Merlin XX" motors.*
WEIGHT :	*Normal loaded, 60,000 lb.*
BOMB LOAD :	*Maximum approximately eight tons.*
ARMAMENT :	*Ten 0.303 in. Browning machine-guns.*
SPEED :	*Maximum approx. 300 m.p.h.*
RANGE :	*3,000 miles.*

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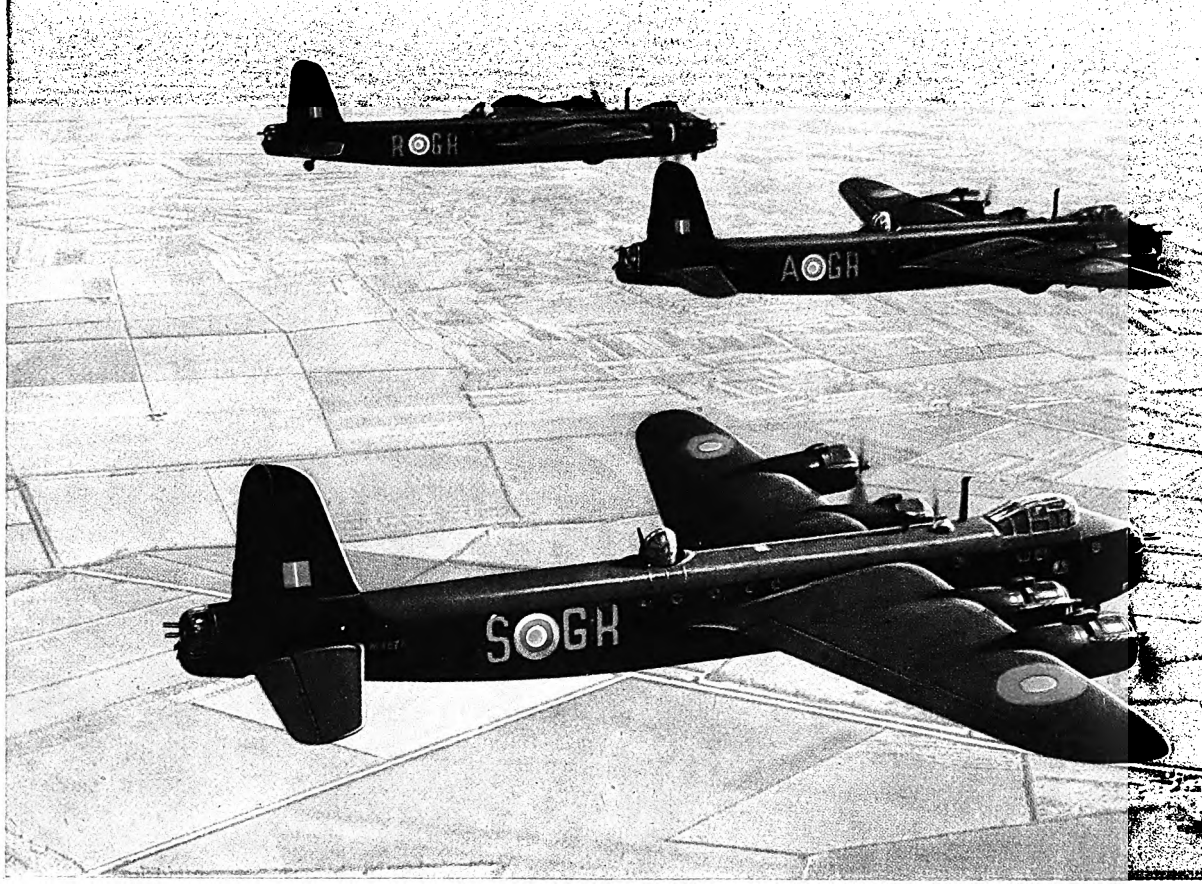

Stirling

The " Stirling " is a remarkable aircraft in many ways. First, despite its size and weight, it is so manœuvrable as almost to merit the title of a " handy " machine. Second, with its heavy armament and power-operated turrets, it disposes formidable fighting powers, which, in conjunction with its ease of handling, gives it a degree of invulnerability to fighter attack which bombers of the smaller yet faster type do not possess. One typical instance of the " Stirling's " ability to take care of itself is the incident when an unescorted bomber on a daylight raid was attacked over France by three Messerschmitt Me109 fighters. All three were shot down by the " Stirling's " gunners.

The " Stirling " was the first of Britain's great four-engined bombers. Carrying four times the bomb-load of most two-engined bombers, with the necessary range to reach any part of enemy territory, the " Stirling " has a key part to play in the ultimate victory plan. Rolling off the assembly lines in an ever-swelling stream, the " Stirlings " are now busy dealing out to the Nazis what Mr. Churchill has described as " the shattering strokes of retributive justice."

SPECIFICATION

WING SPAN :	*99 ft. 1 in.*
LENGTH :	*87 ft. 3 in.*
MOTORS :	*Four Bristol " Hercules " motors.*
WEIGHT :	*Normal loaded, 70,000 lb.*
BOMB LOAD :	*17,000 lb.*
ARMAMENT :	*Eight machine-guns.*
SPEED :	*Approx. 300 m.p.h.*
RANGE :	*Over 2,000 miles.*

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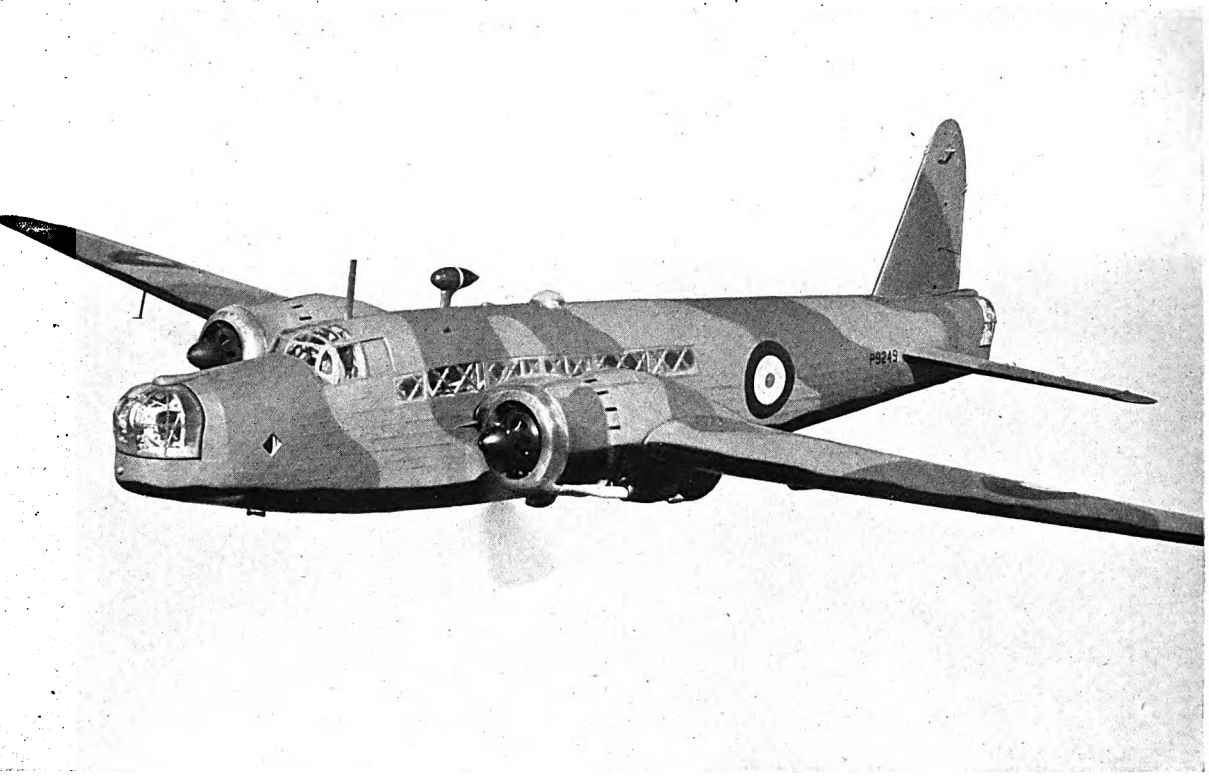

Wellington

The most outstanding characteristic of the "Wellington" is its "Geodetic" construction. The method of building gives a structure that is light yet immensely strong. Many "Wellingtons" owe their continued existence to this "Geodetic" principle, for they have returned from raids so damaged as to be on the point of collapse. Yet their "Geodetic" structure has spread the strains and stresses so evenly that although large portions may be shot away the remainder holds together.

The exploits of the "Wellingtons" are legion. Its latest use is as a torpedo-plane, operating in the air-offensive in the Middle East. Its uses have embraced magnetic mine location and Coastal Command work. It is also operating as a bomber in India. From their first raid, on the day after war broke out, on German naval units at Wilhelmshaven, "Wellingtons" have borne a major share of Britain's bombing activities. In every requirement of the modern bomber—long range, substantial bomb load, reasonable speed and ability to protect itself against fighter attack—the "Wellington" is an aircraft of high order.

SPECIFICATION

WING SPAN :	*86 ft. 2 in.*
LENGTH :	*61 ft. 3 in.*
MOTORS :	*Two Bristol "Pegasus XVIII" motors (Mark I), or two Rolls-Royce "Merlin X" motors (Mark II).*
WEIGHT :	*Normal loaded, 24,850 lb.*
BOMB LOAD :	*Maximum 4,500 lb.*
ARMAMENT :	*Six machine-guns.*
SPEED :	*250 m.p.h.*
RANGE :	*3,200 miles.*

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Blenheim

The "Blenheim" is a member of the famous Bristol family. Probably no other bomber on either side has a more consistently successful record than the "Blenheim." For all-round performance and in the bomb-load it carries, the "Blenheim" is a superlative aircraft. It is capable of causing great havoc on its objectives and protecting itself ably against fighter attack. In more than one plane-to-plane encounter between fighter and "Blenheim," the bomber has shot down its attacker.

The most outstanding achievement of the "Blenheim" was undoubtedly the raid upon shipping at Rotterdam. In this attack, seventeen ships of an estimated tonnage of 90,000 to 100,000 tons were either sunk or so heavily damaged as to be useless for a long time. Five more ships of 40,000 to 50,000 tons were severely damaged and two warehouses and a factory were left blazing.

In its latest form, the "Blenheim V"—sometimes called the "Bisley"—is carrying on worthily the triumphant record of its predecessors.

SPECIFICATION
of the 'LONG-NOSE' "BLENHEIM"—MARK IV.

WING SPAN :	*56 ft. 4 in.*
LENGTH :	*42 ft. 9 in.*
MOTORS :	*Two 920 h.p. Bristol "Mercury XV" Radial Air-cooled motors.*
ARMAMENT :	*One forward machine-gun, one gun in power-operated Dorsal turret. (Some models carry a forward battery of four machine-guns.)*
SPEED :	*295 m.p.h. at 15,000 ft.*
RANGE :	*1,900 miles at 220 m.p.h.*
"*BISLEY*" :	*(No specification details available).*

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Halifax

Since 1915 Handley Page have been building bombers almost every one of which has achieved notable successes. At the end of the last war a force of four-engined Handley Pages stood ready to seize the first favourable opportunity to bomb the German capital. The latest of the long line of Handley Pages—the present "Halifax"—will undoubtedly play a part more distasteful to the Berliners than anything its 1918 predecessor was capable of doing.

The "Halifax" is a central peg in Britain's air strategy. It has been built "round its bomb-bays." In short, it is a flying ammunition dump. Twenty-two feet of the fuselage, together with the centre section of the wings are packed with bombs. There are as many as 32 separate bomb-doors on the aircraft. Although it was designed for night work and most of its operations are carried out in the hours of darkness, one of the most outstanding "Halifax" achievements was the daylight raid on the "Scharnhorst" at La Pallice. An unescorted force of "Halifaxes" not only secured two direct hits on the battleship, but also fought off fierce and persistent fighter attacks.

SPECIFICATION

WING SPAN :	*99 ft.*
RANGE :	*70 ft.*
MOTORS :	*Four Rolls-Royce "Merlin XX" motors.*
WEIGHT :	*Normal loaded, 60,000 lb.*
BOMB LOAD :	*Maximum 13,000 lb.*
ARMAMENT :	*Eight 0.303 in. Browning machine-guns.*
SPEED :	*Approx. 300 m.p.h.*
RANGE :	*Approx. 3,000 miles.*

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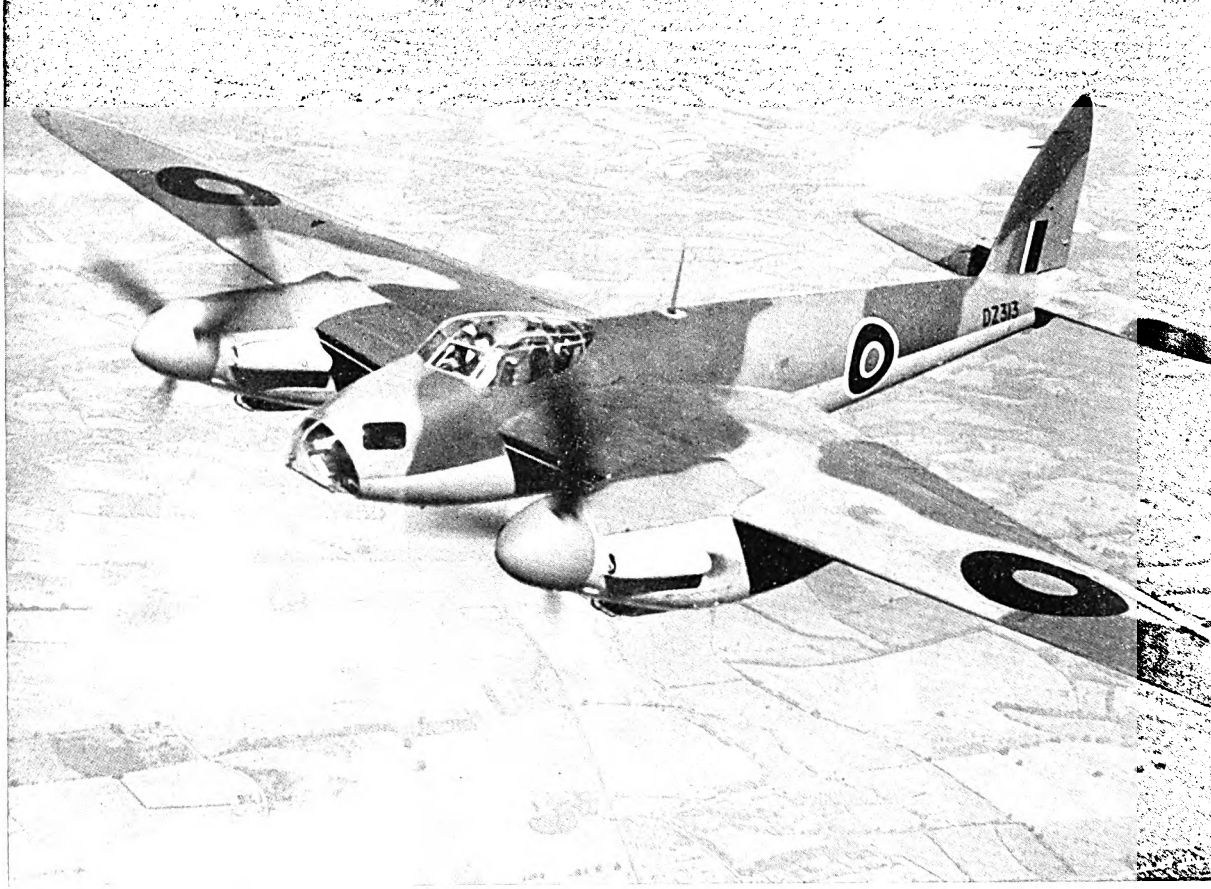

Mosquito

The " Mosquito " has a variety of uses. It functions as a long-range day bomber, a long-range fighter bomber and a long-range high-speed reconnaissance bomber. It owes its high speed to the fact that it was developed from a racing plane, the de Havilland " Comet " which won the England to Australia Air Race in 1934. It is extremely light, wood being one of its major components. With one engine stopped it can fly faster than a heavy bomber travelling all out. It is, in effect, a fighting version of this most famous of all racing planes. It has been known to draw away from attacking German fighters. It was a force of " Mosquitoes " which carried out the daring daylight raid on the Gestapo Headquarters at Oslo just as a meeting of local Quislings was in progress.

The most spectacular daylight air attack of the war, however, was the audacious raid on Berlin on January 30th, 1943, timed to synchronise with a broadcast speech by Göring celebrating the tenth anniversary of the Nazis' accession to power. Twice on this day " Mosquitoes " visited Berlin, disorganising the celebration broadcasts and shattering the myth of Berlin's daylight immunity from air attack.

SPECIFICATION

WING SPAN :	*54 ft. 2 in.*
LENGTH :	*40 ft. 9½ in.*
MOTORS :	*Two 1,280 h.p. Rolls-Royce " Merlin XXI " motors.*
BOMB LOAD :	*Bomber can carry four 500 lb. bombs.*
ARMAMENT :	*Fighter armed with four 20 mm. cannon and four 0.303 in. machine guns.*
SPEED :	*Approx. 400 m.p.h.*
RANGE :	*Very long range.*

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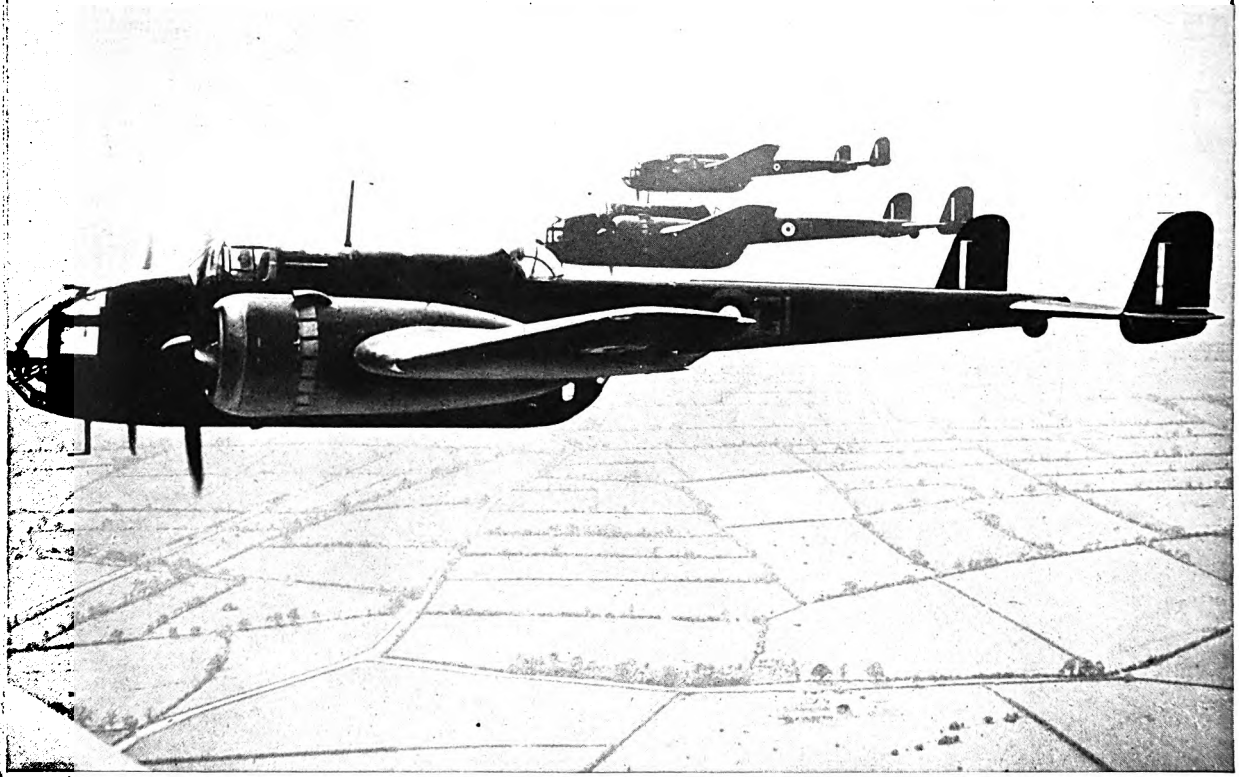

Hampden

The "Hampden" is one of the fastest medium bombers in the world. It is of unusual appearance and is named by the R.A.F. "The Flying Suitcase." It has been in perpetual service since the outbreak of war and has many outstanding successes to its credit. When used primarily as a bomber it was the aircraft composing the force which carried out the gallant low-level attack on the Dortmund-Ems Canal during the course of which a V.C. was won.

With the production of more advanced types of bomber of higher speeds, greater manoeuvrability and heavier bomb-load, the "Hampden" "graduated" into the all-important work of mine-laying in enemy waters. Mine-laying plays a vital part in combating the U-boat, for even if the mines laid at the entrances to the U-boat bases do not actually destroy the submarines, the necessity for sweeping disorganises time-tables and delays departures and returns to port. The "Hampden" is also used for torpedo dropping. Here again, its hardiness in the face of attack and its extreme ease of handling gained for it many successes against enemy surface ships and submarines.

SPECIFICATION

WING SPAN :	*69 ft. 2 in.*
LENGTH :	*53 ft. 7 in.*
MOTORS :	*Two 1,000 h.p. Bristol "Pegasus XVIII" motors, or two 1,100 h.p. Wright "Cyclone" GR - 1820 - G - 105A motors.*
WEIGHT :	*Normal loaded, 18,756 lb.*
ARMAMENT :	*Two forward guns, four rear guns.*
SPEED :	*Maximum 265 m.p.h. at 15,500 ft. Cruising Speed ; 217 m.p.h. at 15,000 ft.*

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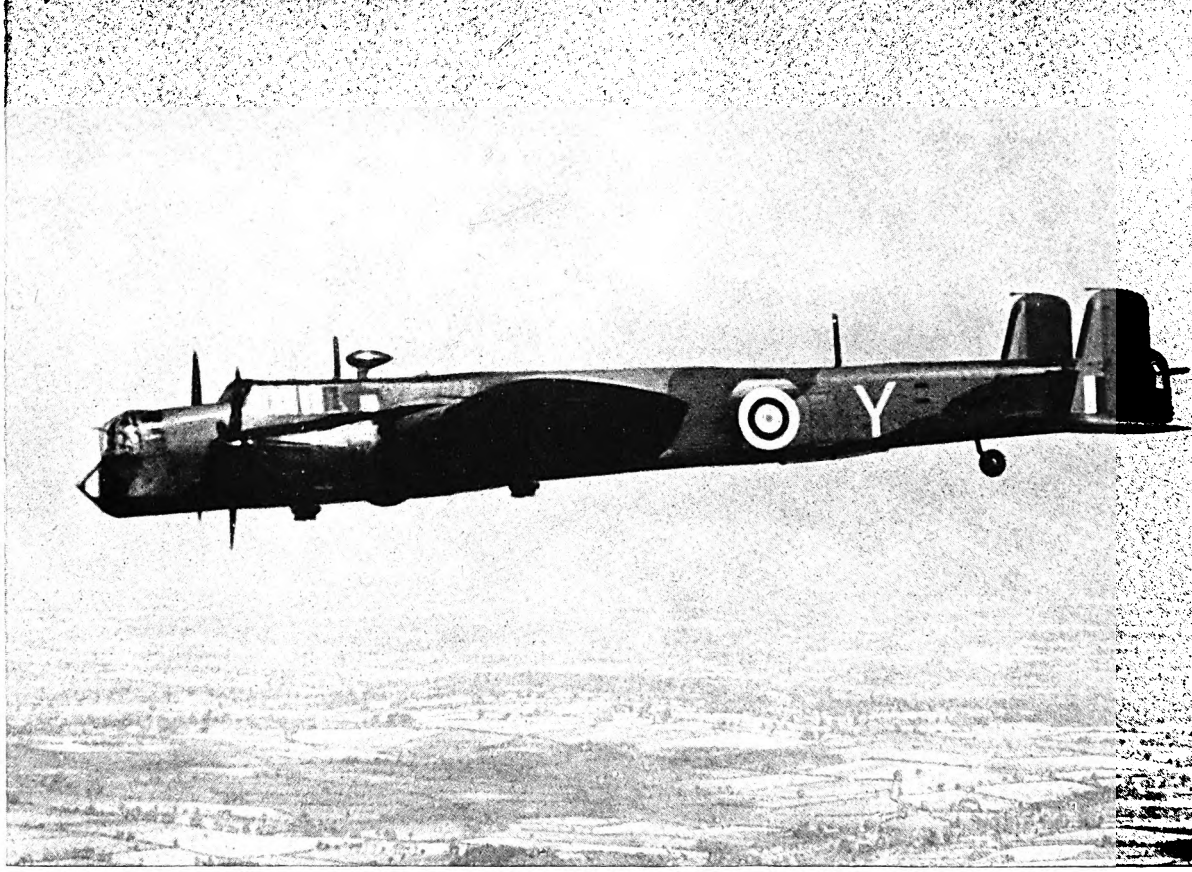

Whitley

Through the first eighteen months of the war Britain's main offensive aircraft were the "Wellington," "Whitley" and "Hampden." Of these the "Whitley" was among the first of British heavy aircraft to teach the Germans the fallacy of believing that big bombers were "a piece of cake" for the small, fast, heavily-armed fighter. With its four guns in the rear, and another in the nose, it is small wonder that the "Whitley" has, on occasion, beaten off attacks by as many as six fighters. It was the "Whitley" bombers which carried out many of the daring leaflet raids over Germany in the early days of the war and made spectacular flights to Prague and Vienna. Italy, too, has felt the weight of the "Whitley's" "punch," for more than one force setting out from bases in Britain to make the double crossing of the Alps was composed entirely of "Whitleys." The "Whitley," with its internal roominess, has been used for some time for troop-carrying purposes, and has played an important part in the training of Britain's rapidly growing parachute army, an arm of the fighting forces destined to play an important role in the future.

SPECIFICATION

WING SPAN :	*84 ft.*
LENGTH :	*70 ft. 6 in.*
MOTORS :	*Two Rolls-Royce "Merlin X" motors of 1,145 h.p. each.*
WEIGHT :	*Normal loaded, 25,900 lb.*
ARMAMENT :	*Four rear guns, one nose gun.*
SPEED :	*Maximum 240 m.p.h. at 18,500 ft.*
RANGE :	*1,940 miles at 210 m.p.h.*

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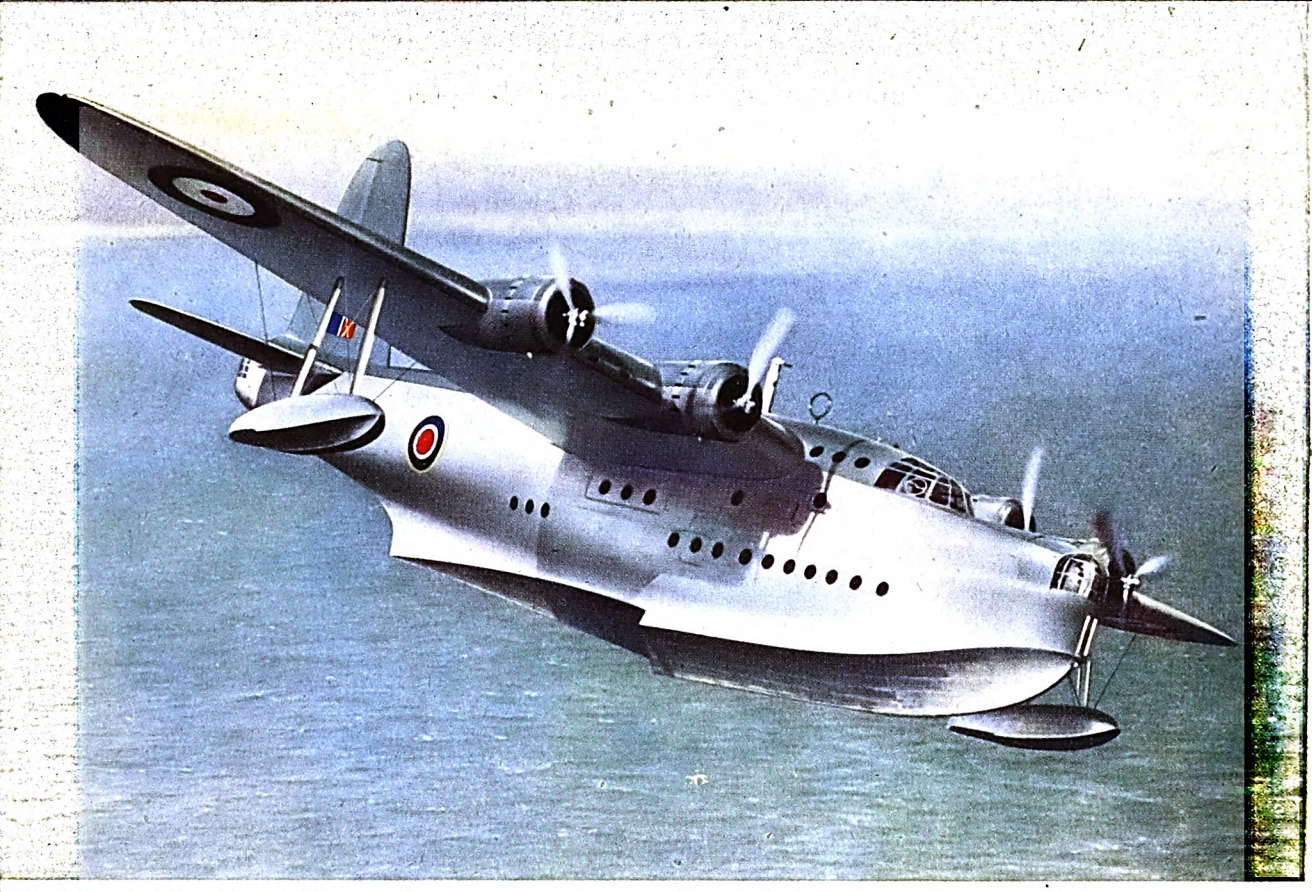

THE SEA-AIR WAR

Sunderland

The "Sunderland" was the first British flying boat to feature in the news in the present war. Three weeks after war was declared two "Sunderlands" on patrol picked up an S.O.S. from a torpedoed steamer. Hurrying to the ship's aid, the "Sunderlands" rescued the entire crew of 34.

Apart from such incidents as this, the "Sunderland's" duties are monotonous and unspectacular. Its chief function is patrol work and submarine spotting. For an aircraft of its type, the "Sunderland" is exceptionally heavily armed. So surprised were the Germans by the "Sunderland's" fire-power that they named it the "Flying Porcupine," for it positively bristles with guns—four at the rear, two amidships and one in the nose. On convoy duty a "Sunderland" was attacked by six Junkers Ju 88's to whose pilots the large and cumbersome flying boat apparently appeared an easy mark. One Ju 88 was soon spinning seawards ablaze, another was forced down on neutral territory and the "Sunderland" returned to its base after having completed its patrol. A German reconnaissance plane had also been driven off previously. Not long after this incident a "Sunderland" bombed and sank an Italian submarine.

SPECIFICATION

WING SPAN :	*112 ft. 10 in.*
LENGTH :	*85 ft. 4 in.*
MOTORS :	*Four Bristol "Pegasus XXII" motors.*
WEIGHT :	*Normal loaded, 45,700 lb.*
ARMAMENT :	*One machine-gun in nose, two amidships, four at rear.*
SPEED :	*210 m.p.h. at 6,250 ft.*
RANGE :	*2,880 miles.*

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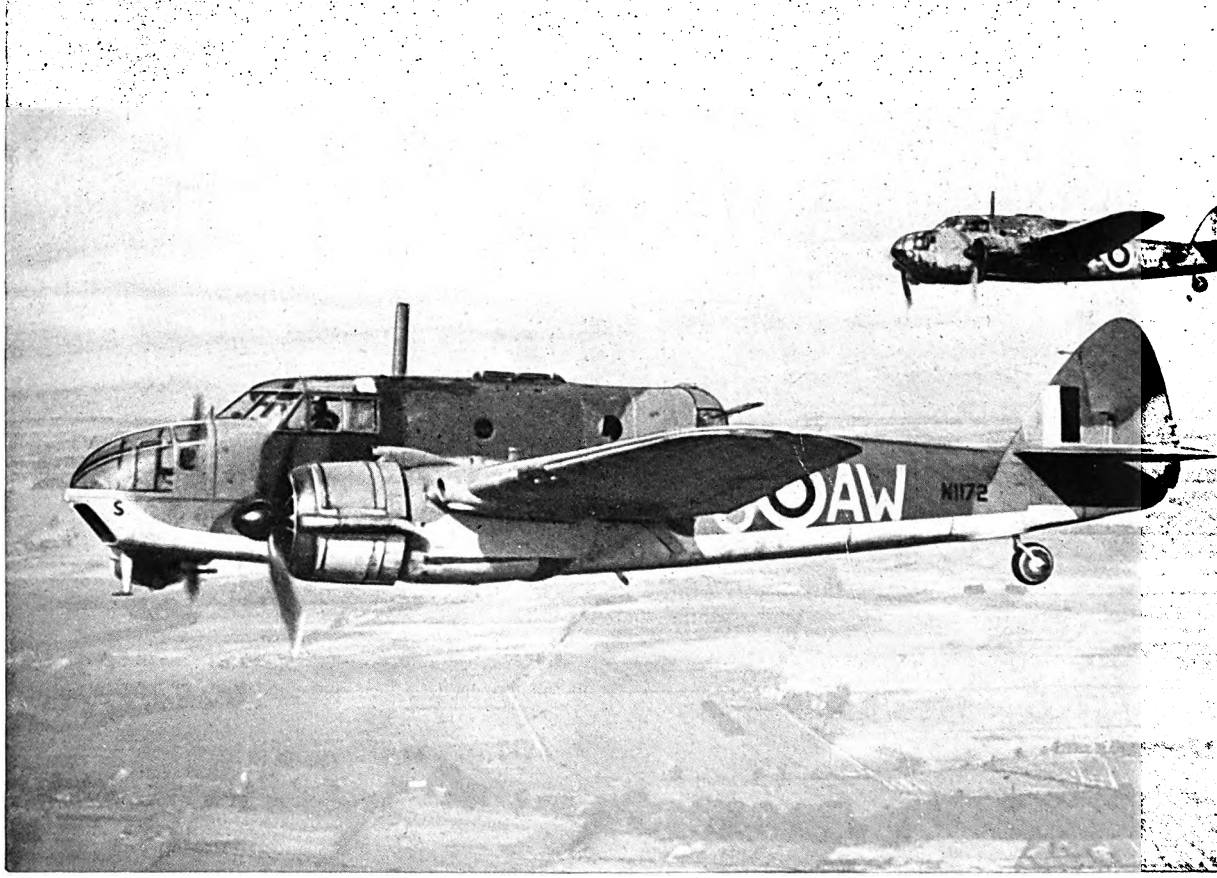

Beaufort

One of the most effective weapons in modern naval warfare is the air-launched torpedo. The Bristol "Beaufort," the torpedo-carrier of the R.A.F., has probably flown more operational hours than any other similar type of machine on either side, and has proved itself to be most effective in action.

Over the North Sea, the Atlantic, the English Channel and the Mediterranean, the Bristol "Beaufort" is in service in large numbers. Scores of vessels have been sunk and scores more damaged in bomb and torpedo attacks made by "Beauforts" on enemy shipping. Mines laid by the "Beauforts" have closed important sea routes, dislocated maritime services and held up the training of Nazi naval personnel. Much of the work of the "Beauforts" is shrouded in that silence which so often surrounds routine, yet vitally important, duties. When the full story of the "Beauforts" passes into history, their long weary hours of search and reconnaissance will serve only as a background to a story plentifully illuminated with high adventure and daring achievement, typical of which was the attack of a "Beaufort" on Brest when, in broad daylight, the immensely strong defences were pierced and an enemy battle cruiser torpedoed as she lay at anchor.

SPECIFICATION

WING SPAN : *57 ft. 10 in.*
LENGTH : *44 ft. 2 in.*
MOTORS : *Two 1,145 h.p. Bristol "Taurus" motors.*
(No performance figures available.)

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Albacore

The "Albacore" is an aircraft expressly designed for a specific purpose. Primarily it is intended for flying off carriers with the object of delivering torpedo attacks on enemy shipping. It can, however, be used as a land-based plane or, fitted with floats, as a seaplane. With catapult gear, it can be used for launching from capital ships and cruisers. In its carrier-borne form it is fitted with folding wings and arrester gear. When not in use as a torpedo plane, it can be used for reconnaissance duties or for dive-bombing, the bombs being carried beneath the wings. Good vision over a wide field is essential for the pilot of a machine of this type as it is he who aims and releases the torpedo. His seat is high in the fuselage and well forward of the main planes, giving him an uninterrupted view in all side and forward directions.

On the night of November 11th/12th, 1940, the Fleet Air Arm made its famous attack on the Italian fleet in Taranto harbour. Although "Albacores" were not actually engaged on this operation it was naval aircraft of a similar type which did such splendid work, crippling seven of the Italian naval units.

Against all classes of enemy naval craft, the "Albacore" has wrought great destruction, numbering even U-boats among its victims.

SPECIFICATION

WING SPAN : *50 ft.*
LENGTH : *42 ft.*
MOTOR : *One Bristol "Taurus II" 1,065 h.p. motor.*
(No further details available.)

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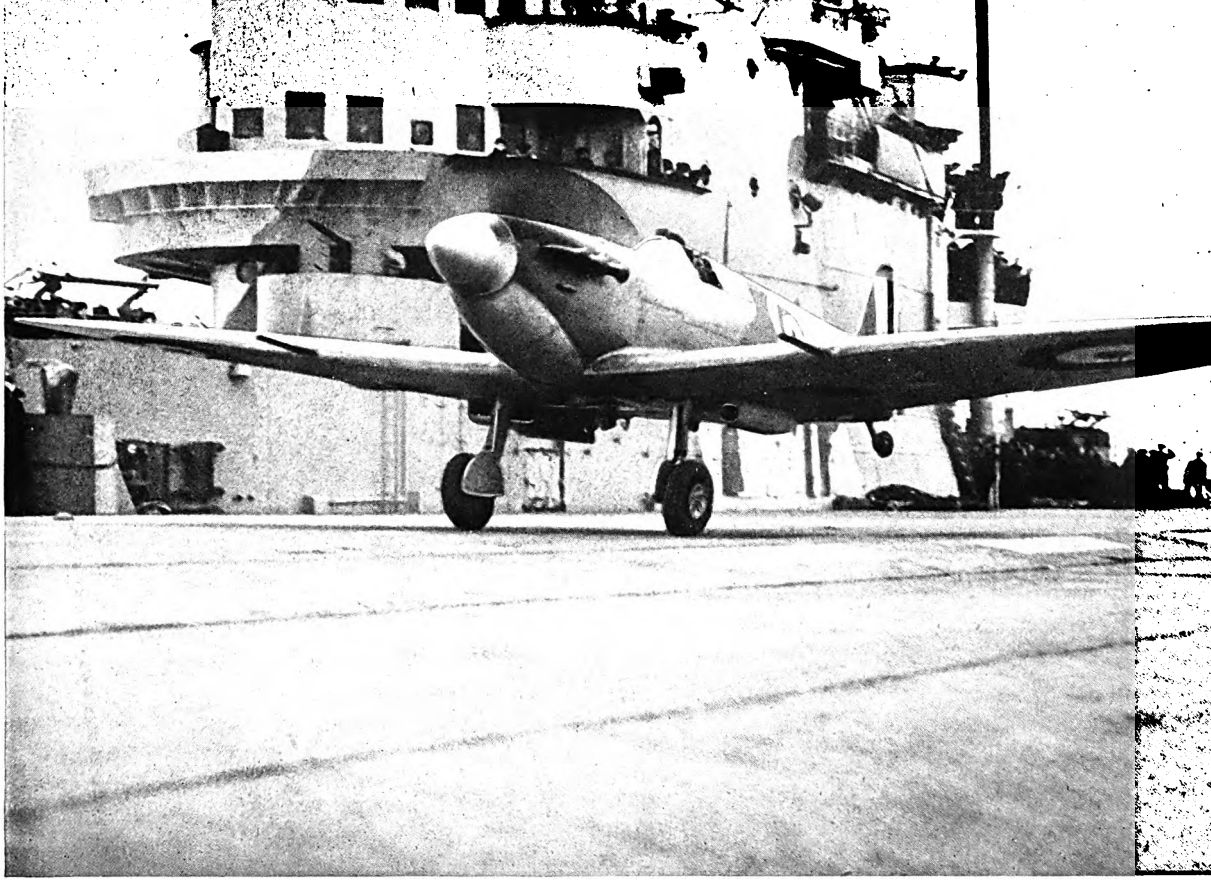

Seafire

The " Spitfire," land-based descendant of a seaplane, returns to its natural element in the form of the " Seafire," the carrier-borne version of the famous and deadly " Spitfire " which has been modified to be able to land and take off from the deck of an aircraft carrier.

The need for a high-performance carrier-based fighter has been forced upon Britain by the necessity of protecting convoys sailing within reach of enemy land-based aircraft. Convoys to Russia sail almost on the doorstep of enemy airfields. The fact that these convoys have been fought through these hazards to a successful landfall in their destined harbours is due in no small measure to the " Seafires." With their powerful armaments they are more or less a match for anything the Germans can put into convoy attacks.

The flying of the " Seafire " pilots away from and on to the mother ship is a magnificent spectacle. Handling these high-speed fighters on so restricted an area as the flight deck, where the consequences from a minor error of judgment may be an instant crash or plunge into the sea, demands the highest degree of skill and cool courage. That accidents are extremely rare is a high tribute to the airmanship of these naval pilots and the system of training which brings about this remarkable efficiency.

SPECIFICATION

(No specification details available.)

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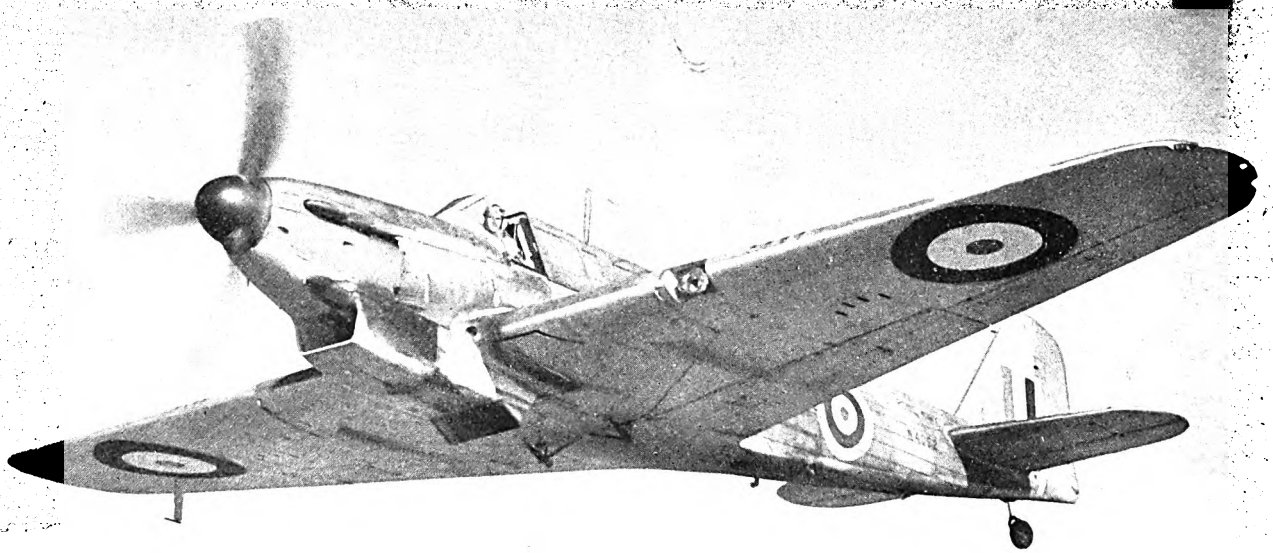

Fulmar

The designer of fighters based on ships is faced with the almost insuperable task of producing a machine fast enough in the air to hold its own with land-based aircraft and at the same time with a sufficiently low landing speed to be able to alight on the limited area of the deck of an aircraft carrier. In addition, planes carried on ships must be easy to stow away. The " Fulmar " solved all these difficulties. It was, at the time of its introduction, the fastest fighter ever made available to the Fleet Air Arm. In appearance the " Fulmar " is like a bigger edition of the " Hurricane " and like that famous fighter, is heavily armed and simple to manœuvre, and it packs away easily in its " mother ship." Unlike the land-based fighter, however, the " Fulmar " carries a crew of two—the pilot, who fires the guns, and an observer radio operator.

One of the most successful exploits of the " Fulmars " was when they assisted in the attack on the Italian base at Tripoli in April, 1941, and shot down four out of five enemy troop-carrying planes.

No details of the " Fulmar's " performance are available, but some idea of its capabilities may be gathered from the specification of a type from which it was developed. This type could travel at nearly 300 m.p.h. loaded with 1,000 lb. of bombs and had a 1,000-mile range at a speed of 230 m.p.h.

SPECIFICATION

(No specification details available.)

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Spitfire

The "Spitfire," without doubt the finest single-seater fighter the world has ever seen, started life as a sea-plane, for the present "Spitfire" is a direct descendant of the Supermarine S-6B, the seaplane which won the Schneider Trophy for Britain for the third time in 1931. In its early forms the "Spitfire" was fitted with a two-blade propeller which gave it a speed of 367 m.p.h. Yet, despite this high top speed, its landing speed was only 65 m.p.h., a speed comfortably within the compass of most family cars. This fact, remarkable in itself, illustrates the extreme ease of manipulation of this aircraft which is one of the reasons for its success in combat. In firepower the "Spitfire" is unapproached by any other aircraft. From its eight guns 9,600 bullets issue every minute, and in the latest editions of the "Spitfire" shell-firing cannon add their weight of metal to that of machine guns.

The "Spitfire" is the spearhead of Britain's fighter forces. No enemy plane of similar type can match it in performance or destructive powers.

SPECIFICATION
"SPITFIRE MARK IX"

WING SPAN :	*36 ft. 10 in.*
LENGTH :	*29 ft. 11 in.*
MOTOR :	*Rolls-Royce "Merlin LXI" motor.*
PROPELLER :	*Four-bladed propeller.*
ARMAMENT :	*Two cannon, four machine-guns.*

(*No performance figures available.*)

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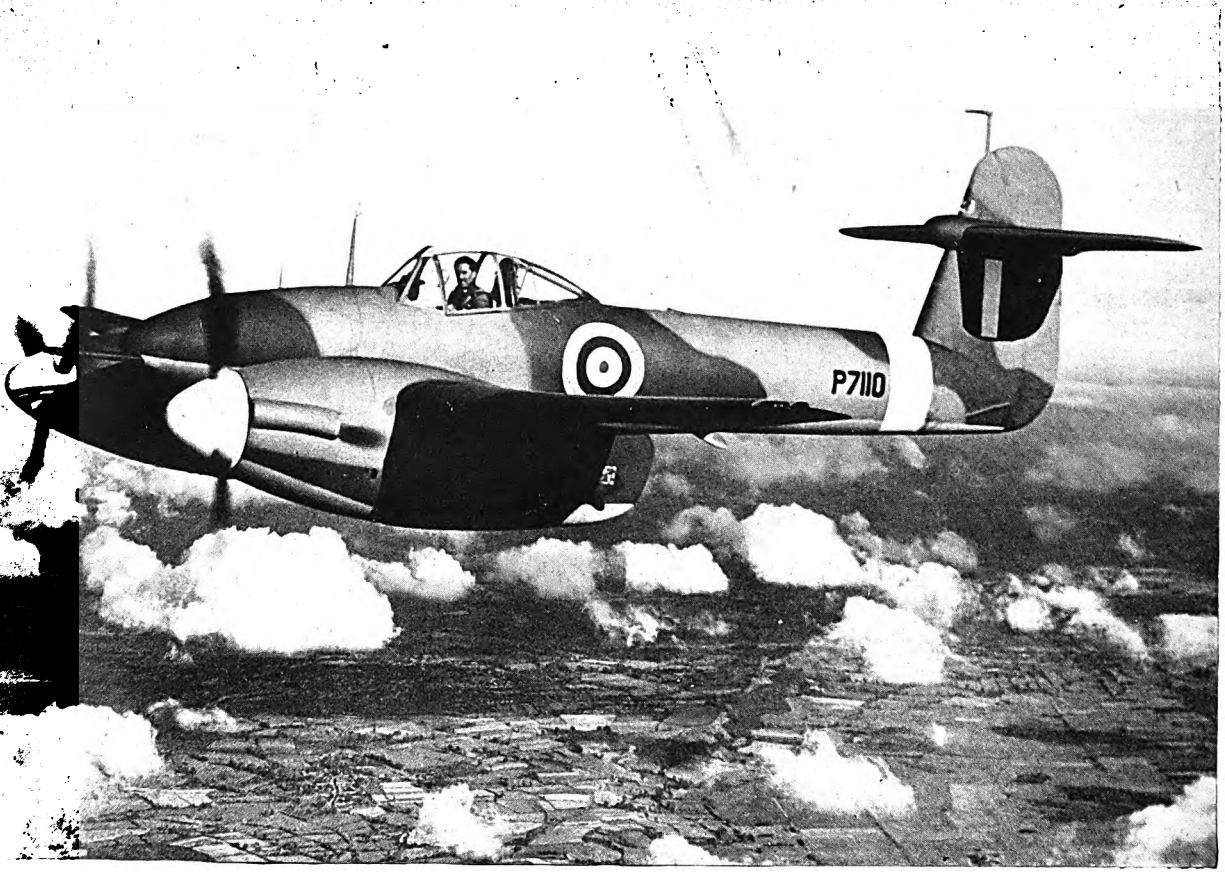

Whirlwind

The " Whirlwind " comes from a famous aircraft building organisation. The first planes to fly over Mount Everest were designed and built by the makers of the " Whirlwind " and were, in their day, as outstanding aircraft as is the " Whirlwind " to-day. This aircraft has a distinctive feature in its high tail fin. It is still very much of a " hush-hush " machine and the only details of its speed are to the effect that it " outpaces the ' Spitfire ' flying in the Battle of Britain," and is officially described as a " high performance day fighter intruder." It has, however, a wider range of uses than that of the mere fighter, and it has also been fitted with bomb-racks.

The " Whirlwind " is the only two-engined single-seater fighter at present used by the R.A.F. It was the first fighter of any nationality to go into service with four cannon as standard armament. Its 600 lb. of shells discharged per minute was for a time a greater weight of fire than any other fighter in the world.

On " intruder patrols " the " Whirlwind " has been particularly successful. " Intruders " are planes which wait over enemy airfields at night to attack aircraft taking off or landing, or, failing that opportunity, attack such targets as locomotives, barracks, barges or shipping.

SPECIFICATION

WING SPAN : *45 ft.*
LENGTH : *32 ft. 3 in.*
MOTORS : *Two 850 h.p. Rolls-Royce " Peregrine " motors.*
ARMAMENT : *Four cannon in nose. Long range.*
(No performance figures available.)

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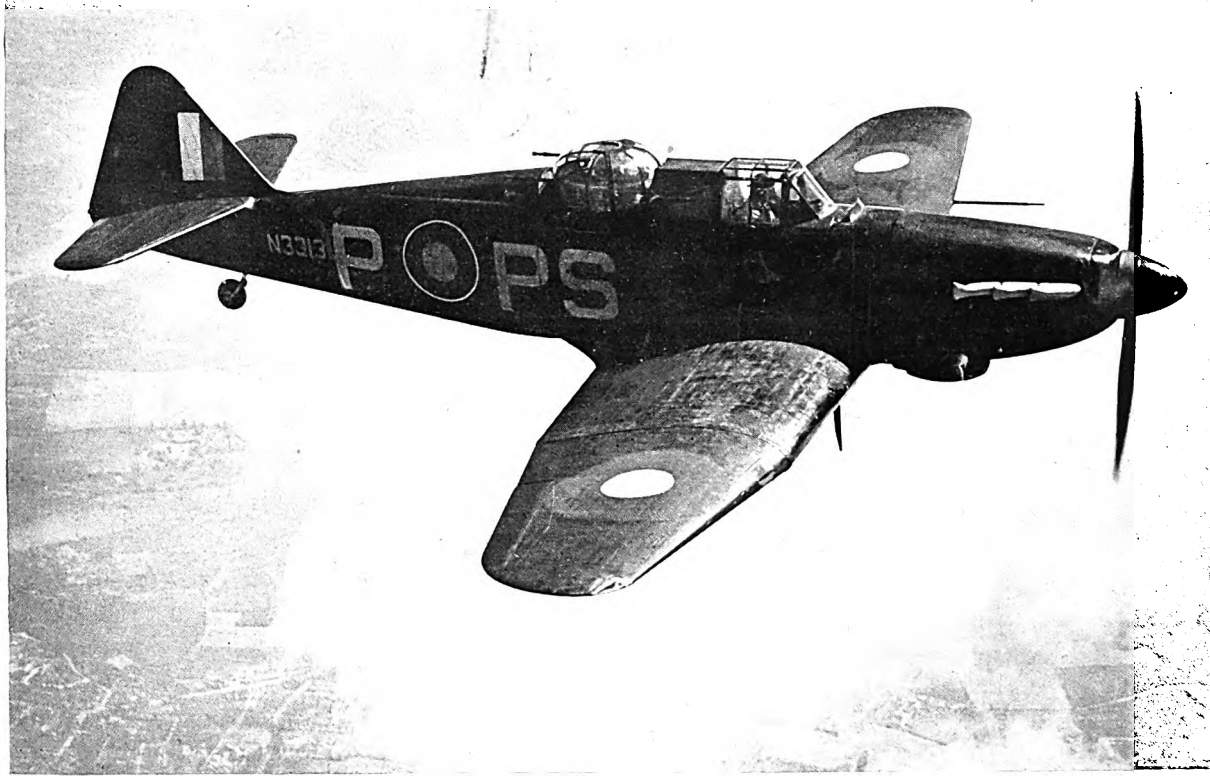

Defiant

Power-operated gun turrets are one of the many points of technical superiority possessed by British aircraft over those of the Luftwaffe. It was the evolution of this turret which inspired the design of the "Defiant" fighter, an aircraft which carries all its armament amidships. In size and shape, the "Defiant" closely resembles the single-seater fighter and despite its two passengers, has a speed and manœuvrability almost up to that of the single-seater aircraft.

Because the "Defiant" was the first fighter in the world to have an enclosed power driven turret, an entirely new scheme of tactics had to be worked out. The technique of attack of the single-seater fighter—where the pilot aims his aircraft at the enemy and fires straight ahead—did not apply to the "Defiant." After much experimenting, however, a new scheme of tactics was evolved. When tried out the tactics were brilliantly successful. The new two-seater fighters and their methods of attack took the Luftwaffe pilots completely by surprise and a squadron of the "Defiants" destroyed 37 Nazi aircraft over Dunkirk in one day. Since then "Defiants" have added successes at night to their record of day victories.

SPECIFICATION

WING SPAN :	*39 ft. 4 in.*
LENGTH :	*35 ft. 4 in.*
MOTOR :	*One Rolls-Royce "Merlin XX" motor.*
WEIGHT :	*Loaded, 7,500 lb.*
ARMAMENT :	*Four 0.303 in. Browning machine-guns.*
SPEED :	*Approx. 300 m.p.h. at 16,500 ft.*

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The Hurricane

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and Hurribomber

The " Hurricane," in straight fighter form, combines high speed, intense manœuvrability and heavy fire-power. Beautifully clean in line, it is streamlined to the maximum extent and is in marked contrast with the Messerschmitt in this respect. While the " Hurricane " looks, and flies, like a winged projectile, the German machine's appearance earned for it the name of " The Flying Brick."

The " Hurricane " was a revolutionary aircraft from its first inception on the drawing board in the designers' office. It first sprang into prominence with its spectacular dash of 327 miles in 48 minutes, an average of 408.75 m.p.h., and that in the dark ! But the most outstanding characteristic of the " Hurricane" is probably its versatility. With special petrol tanks it becomes a long-range fighter ; fitted with special cannons, it has done great work as a " tank-buster " ; it can be catapulted from merchantmen for convoy defence ; there is a carrier-borne version of the " Hurricane " in use by the Fleet Air Arm, and, fitted with bomb-racks, it has become one of the most efficient fighter bombers of the war. The " Hurribomber," as the bomb-carrying " Hurricane " is called, accommodates two 250 lb. bombs which are dropped from very low levels and are therefore fitted with delayed action fuses. With its bombs dropped, the " Hurribomber " immediately becomes a fighter again, as no sacrifice of armament is made in accommodating the bomb-load. Already great havoc has been caused to targets by " Hurribombers." For accuracy of bombing they are superior to dive bombers for their loads are dropped from roof-top height. Some " Hurribombers " have actually flown under electric cables to place their bombs exactly on the desired building.

SPECIFICATION
" HURRICANE II "

WING SPAN :	*40 ft.*
LENGTH :	*31 ft.*
MOTOR :	*Rolls-Royce " Merlin XX " motor.*
ARMAMENT :	*Ten to twelve machine-guns, or four 20 mm. cannon.*
	(No other details available.)

(Long-range tropical) HURRICANE

HURRIBOMBER

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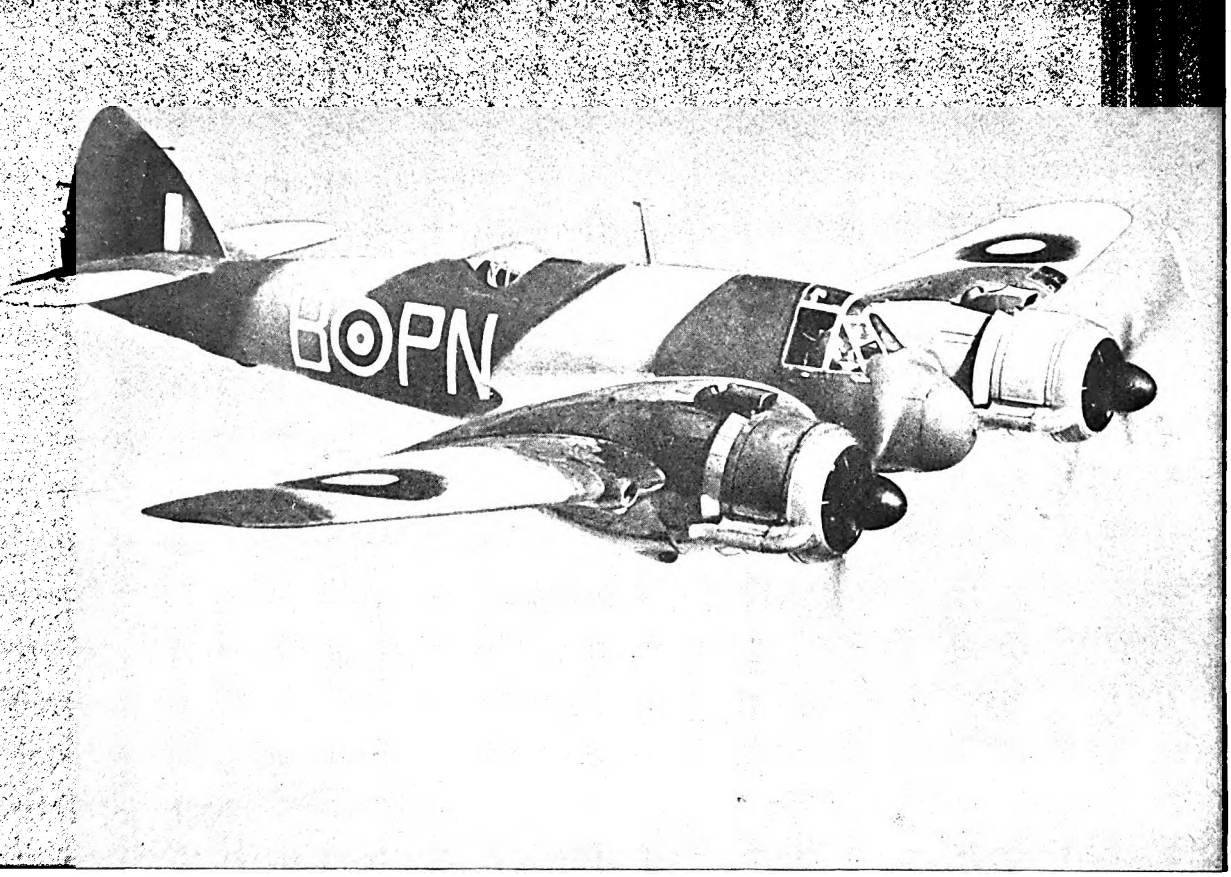

Beaufighter

In its combination of speed, range and hitting power the Bristol "Beaufighter" has no equal in the air forces of the world. Its speed approaches that of the best single-seater fighter and it is capable of firing 765 lb. of projectiles per minute, a fire-power greater than that of any other operational type. Its range is long enough to permit its use as an escort fighter, a night fighter or oversea patrol. An example of the value of this range is furnished by the fact that the Vaagso commando raid was given air-cover by "Beaufighters." This action took place some hundreds of miles away from the "Beaufighters'" bases, yet this long-distance operation enjoyed all the advantages of high-performance fighter protection both on the scene of action and in transit to and fro.

In the Middle East the "Beaufighter" so quickly established a complete mastery of the Italians that in many of its raids, particularly on enemy airfields, it met no effective air opposition. It has proved to be the most effective aircraft of any type which has yet seen service in the Middle East. Although possessing so high a performance, the Bristol "Beaufighter" is easy to build, and is now being produced in enormous numbers.

SPECIFICATION

WING SPAN :	*57 ft. 10 in.*
LENGTH :	*41 ft. 4 in.*
MOTORS :	*Two Bristol "Hercules III" motors.*
WEIGHT :	*Loaded, 21,000 lb.*
ARMAMENT :	*Four cannon, six machine-guns.*
SPEED :	*Over 330 m.p.h. at 14,000 ft.*
RANGE :	*1,500 miles.*

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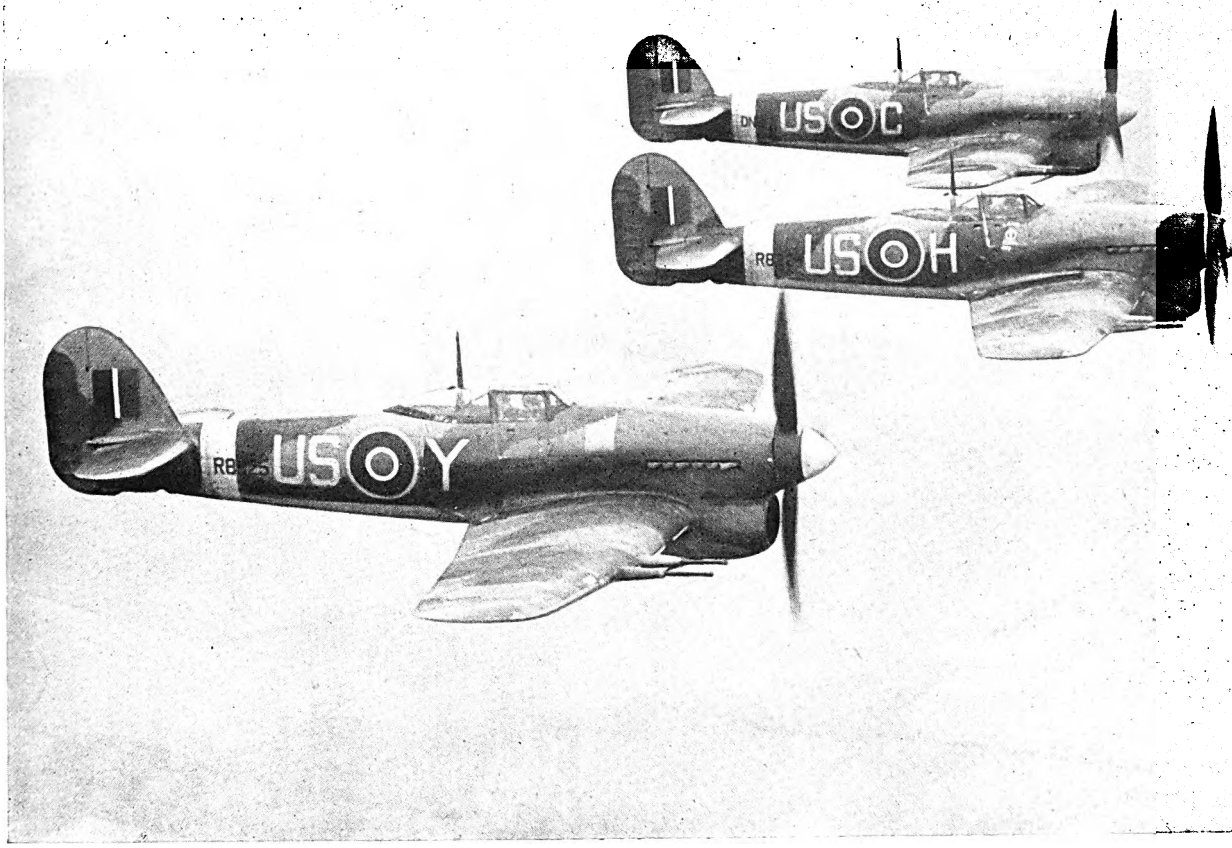

Typhoon

The struggle for more height and more speed in fighters is one of the biggest battles in this war. It is fought out on drawing board and test-bench long before it is fought out in the stratosphere.

The " Typhoon " is Britain's latest contribution to this struggle. The Nazis would give much to learn its exact performance. All that can safely be said at this stage is that the " Typhoon " has a speed " over 400 m.p.h." and armament of four cannon or twelve machine-guns. The most serious threat to the acknowledged fighter mastery of the air in the west, so firmly held by the R.A.F. comes from the Nazi F.W.190. This aircraft has an engine of 1,600 h.p. compared to the " Typhoon's " Napier " Sabre " engine of 2,400 h.p. The F.W.'s top speed is 370 m.p.h.—over 30 m.p.h. slower than the speed of the " Typhoon."

As a fighter the " Typhoon " has been very successful in intercepting and blowing out of the sky the Focke-Wulf fighter-bombers which the Germans are using for tip-and-run daylight raids on Britain.

As a bomber, the aircraft carries two 500 lb. bombs slung under the wings and thus equipped is one of the hardest hitting ground strafers.

SPECIFICATION

MOTOR :	*2,400 h.p. Napier " Sabre " motor.*
BOMB LOAD :	*Can carry two 500 lb. bombs.*
ARMAMENT :	*Four cannon, or twelve machine-guns.*
SPEED :	*Over 400 m.p.h.*
	(No other details available.)

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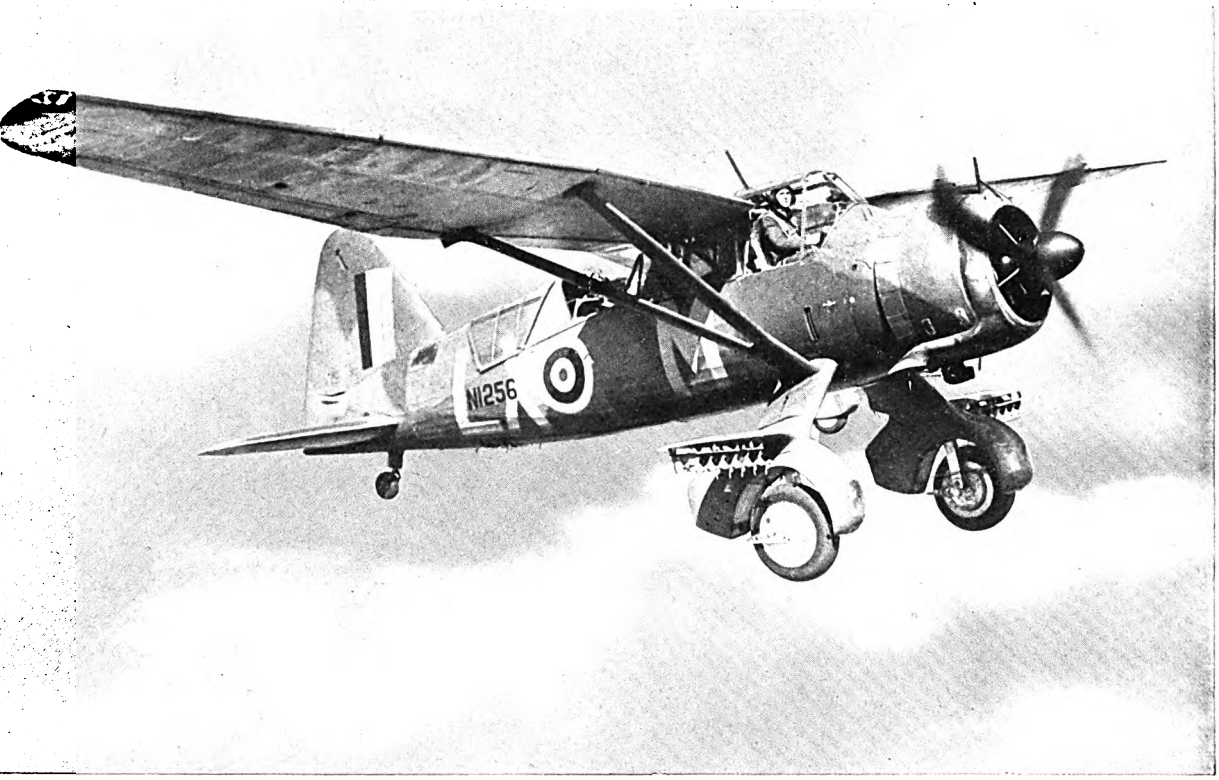

TWO FAMOUS "MAIDS-OF-ALL-WORK":—

Lysander

The "Lysander" has been described as "the ugliest machine in the R.A.F." But it is designed for reconnaissance and army co-operation work, functions which have dictated the shape of the machine itself. For reconnaissance work, slow speed and a wide field of vision are essential—hence the "parasol" position of the wing which helps the machine to "hover," and the high, deep fuselage with large "glass-house" cockpits. Again, army co-operation aircraft must often fly from improvised landing grounds, thus calling for a short take-off and landing run and slow landing speed—and these attributes are achieved by the use of slots and flaps on the wing. Not fast, as modern aircraft are considered, it nevertheless has remarkable climbing and handling qualities. After a short run it can shoot up like a rocket, remain completely under control at the remarkably low flying speed of 55 m.p.h. and land on the proverbial "pocket handkerchief." The "Lysander" can be used for ground strafing with its machine guns or bombs. Alternatively, in place of bombs, special canisters can be carried for dropping supplies.

SPECIFICATION

WING SPAN :	*50 ft.*
LENGTH :	*30 ft. 6 in.*
MOTOR :	*Bristol "Perseus XII" motor of 905 h.p.*
WEIGHT :	*Loaded, 6,015 lb.*
ARMAMENT :	*Two fixed forward-firing guns, one moveable, behind pilot.*
SPEED :	*Maximum 230 m.p.h. at 10,000 ft.*
RANGE :	*600 miles.*

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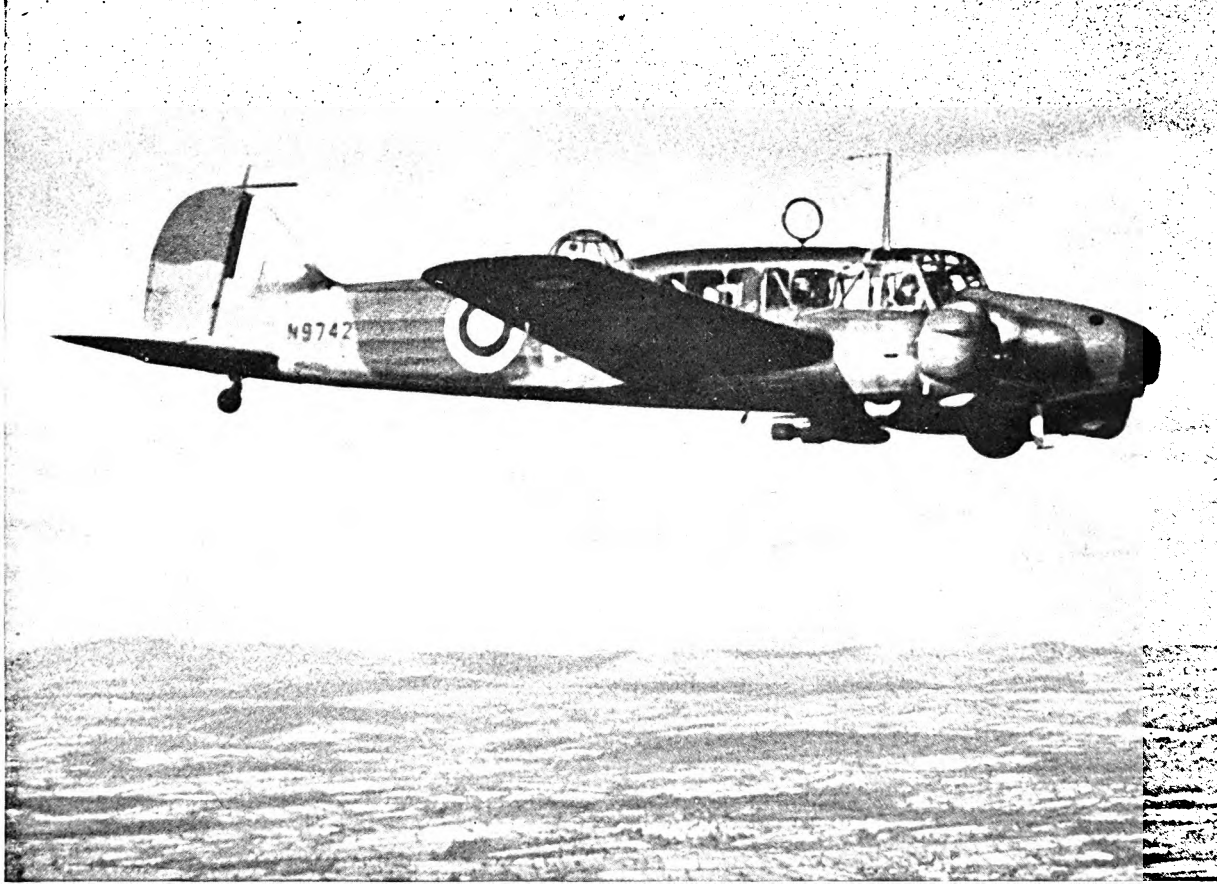

Anson

The "Anson" is an aircraft designed for reconnaissance and training work. Although not equipped for fighting—it has only two guns—and relatively slow and cumbersome compared to most other types of aircraft, the "Anson" has given a good account of itself on more than one occasion when confronted by superior enemy forces. Three "Ansons," attacked by nine Messerschmitt fighters, destroyed two of the Nazi planes and severely damaged a third while themselves sustaining no loss. This is but one instance of "Ansons" out-fighting more heavily armed attackers. Enemy fighters, bombers and float-planes have all fallen victims.

One Nazi bomber met its end through the agency of an "Anson" under very unusual circumstances. The bomber, returning to its base after a raid, found an unarmed "Anson" coming in to land on the illuminated flare path of its home airfield. The bomber attacked, but its fire went wide. Then the "Anson" pilot deliberately turned towards the Nazi bomber, rammed it and brought both aircraft crashing to earth, himself being killed.

SPECIFICATION

WING SPAN :	*56 ft. 6 in.*
LENGTH :	*42 ft. 3 in.*
MOTORS :	*Two Armstrong Siddeley "Cheetah IX" motors totalling 650 h.p.*
WEIGHT :	*Normal Loaded, 8,000 lb.*
ARMAMENT :	*One forward-firing machine-gun, one in rotating turret aft of the wing.*
SPEED :	*Maximum, just under 190 m.p.h.*
RANGE :	*800 miles at 160 m.p.h.*

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. . . AND THE MEN WHO KEEP THEM FLYING

In a speech on the occasion of the twenty-fifth anniversary of the founding of the R.A.F., Captain Harold Balfour, Joint Under-Secretary for Air, said: "Britain's great technique of training is one of the finest investments the Government has ever made. We won the Battle of Britain with superior technique which more than offset German superiority in numbers." To-day R.A.F. pilots are putting in more hours of flying training before actual combat than ever before. In contrast, new German pilots are being rushed into action with far less training. This disparity must inevitably make itself felt when the opposing pilots meet in the air.

In this series of photographs is given a general outline of the training of Britain's airmen. Even in the limited scope of a few pages the thoroughness of the training is immediately apparent.

(*Continued on page* 28.)

1 Here is a group of British citizens *en route* to becoming British airmen. Arriving at camp they are grouped into their various units and commence their highly specialised training.

2 Flying men must be fit men. Here are cadets receiving preventive inoculations from the R.A.F. Medical Staff.

3 Before a pilot leaves the ground the Link Trainer reproduces for him the reactions of an actual aircraft in the air.

4 The pupil pilot's next step—instruction in the air in a training plane with dual controls. Pupil and instructor talk things over.

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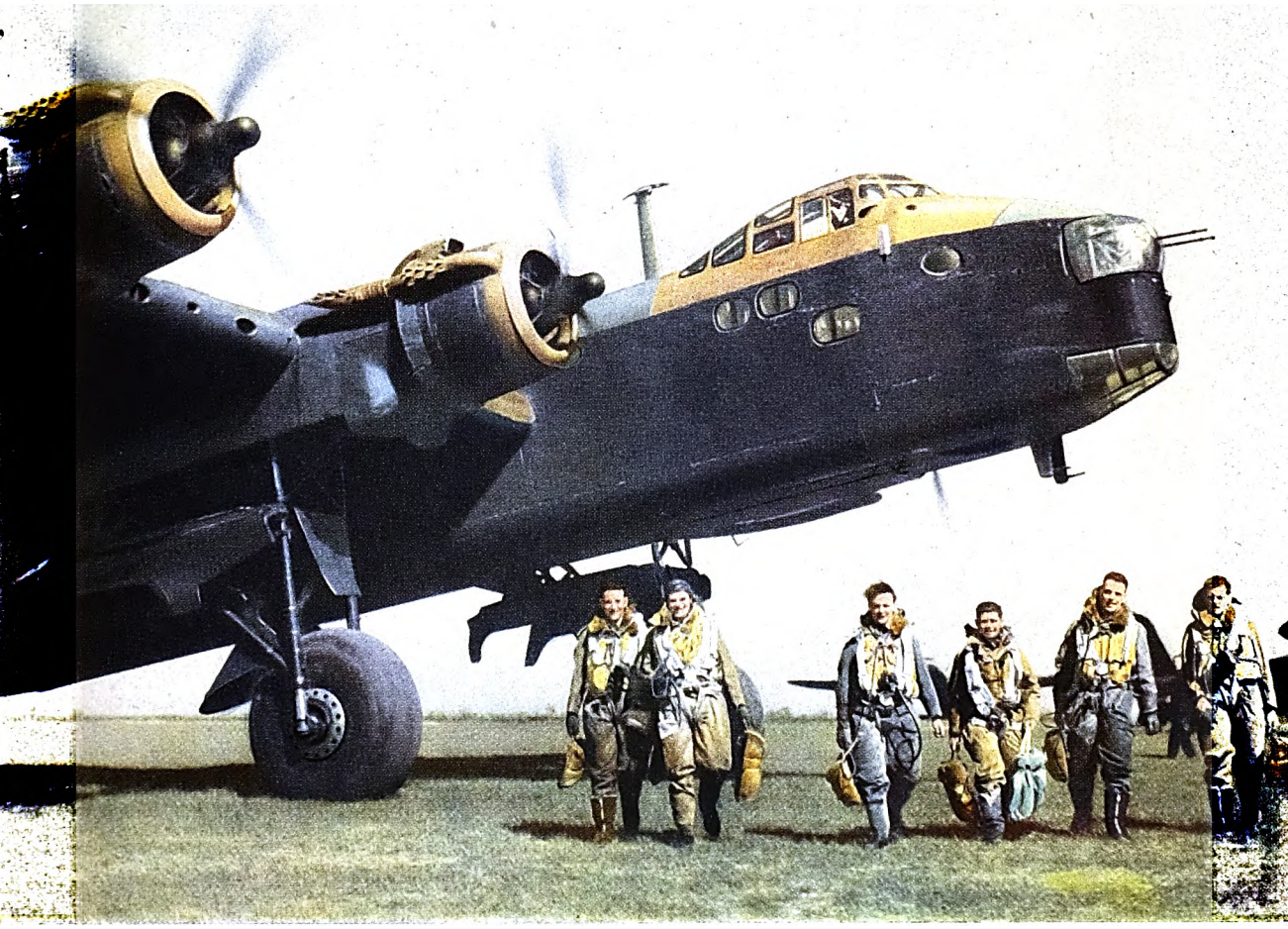

Back from the raid

Their mission accomplished, enemy "flak" and fighters successfully negotiated, the crew of this "Stirling" return to their airfield, having flown, perhaps, 1,400 miles to Berlin and back, or safely crossed the Alps twice, on the way to and from Genoa or some other strategic centre of Italy. With the great range of the "Halifax," "Lancaster" and "Stirling"—2,000 and 3,000 miles—no spot on the Axis-controlled continent of Europe is safe from attack. From Britain itself, from North African bases and from the airfields of the Middle East and the gallant island of Malta, the heavy bombers of the R.A.F. are reaching out to bomb the Axis in a crescendo of air-offensive, of unprecedented weight and power.

Captain Harold Balfour's R.A.F. jubilee speech sums up the offensive spirit pervading the Force . . . "The Allied bomber offensive is increasing in weight and intensity . . . We are looking forward to the time when every hour of the day and night bombs will be dropping somewhere on the enemy."

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THE WORLD KNOWS, NOW, THAT THE NAMES OF BRITAIN'S AIRCRAFT MAKE A ROLL CALL OF TRIUMPHANT AERONAUTICAL QUALITY. THEY HAVE PROVED THEIR SUPREMACY, IN ATTACK AND DEFENCE, OVER LAND AND SEA, THE WHOLE WORLD OVER

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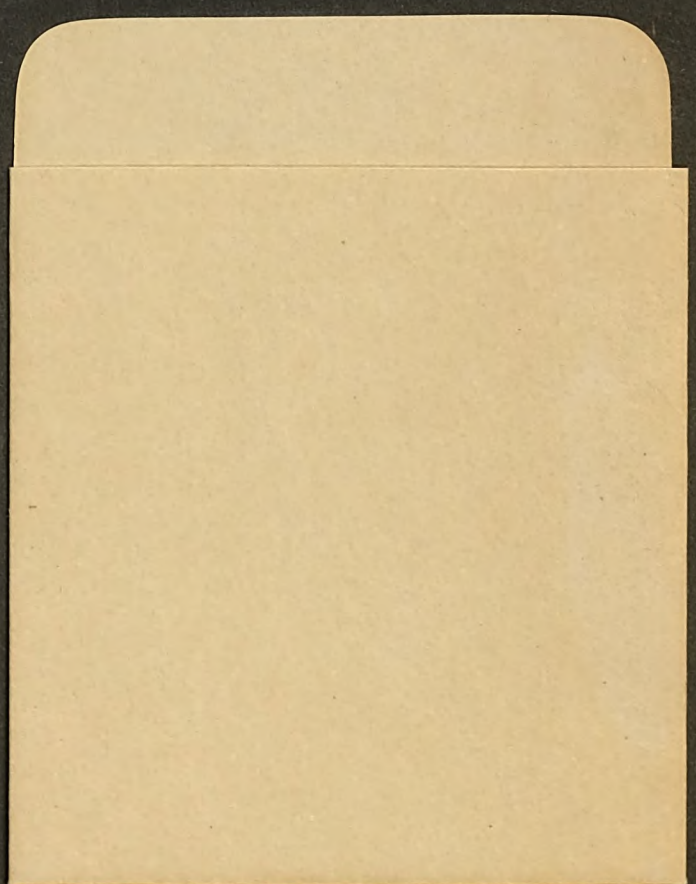
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